

PACIFIC PALISADES TRAFFIC CALMING CHARRETTE

HONOLULU, HAWAII
FINAL REPORT

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This report was prepared for the Honolulu Department of Transportation Services by R. M. Towill Corp. and Walkable Communities, Inc. For more information on details found in this report contact the DTS Traffic Calming Program, (808) 527-5016. Walkable Communities, Inc. provides a helpful website at www.walkable.org.

Disclaimer

The contents of this report represent the knowledge, experience, and expertise of the citizens and authors in providing ideas and concepts to improve safety, access, mobility and livability through traffic calming and traffic management strategies. This report does not constitute a standard, specification, or regulation, and is not intended to be used as a basis for establishing civil liability. The decision to use a particular measure should be made on the basis of an engineering study of the location. This report is not a substitute for sound engineering judgement. Adherence to the principles found in this report can lead to an overall improvement in neighborhood traffic safety.

INTRODUCTION

People speed and cut through neighborhoods for a variety of reasons. Most neighborhood streets built in the past fifty years are designed for high speeds (30-40 mph) even though they may be posted at a lower limit. Meanwhile appropriate speeds for typical local streets are 25 mph. Many of our land uses are scattered. This results in families making an average of 10 car trips daily. The volume of vehicles chokes and strangles traffic flow at intersections, and then traffic backs into neighborhoods as drivers take short cuts to avoid back-ups. Many motorists are late for events and try to make up the time. We (motorists) are all guilty of these practices.

This report provides guidance on reducing this undesirable behavior on Auhuhu Street and other streets near Palisades Elementary School in the Pacific Palisades Neighborhood. Before entering into design of traffic calming features all neighborhood residents are asked to accept that traffic problems most often come from inside the neighborhood. Solutions therefore must be developed by the "stakeholders." Residents and property owners, who have much to gain from working together, are the backbone of finding workable solutions.

Six Step Process

Step 1

Pacific Palisades was selected by the City as an area that would benefit from traffic calming. For many years, residents have been expressing their concerns about speeding and safety.

Step 2

R.M. Towill staff collected traffic volume, speed data and crash records to determine existing conditions. University of Hawai'i Department of Urban and Regional Planning mapped traffic information using Geographic Information Systems (GIS).

Step 3

The Traffic Calming Team was oriented to the neighborhood through a walking audit and site inspection. This walking audit was unique, because several neighborhood residents participated in the educational walk-through. Still and digital photos were taken, and a windshield audit of all principal streets in the neighborhood was conducted. The team took street width measurements, estimated block lengths, observed motorists' behaviors, interviewed pedestrians and other residents, and gathered available maps.

Step 4

The Pacific Palisades Neighborhood hosted a community traffic calming charrette on May 3, 2000 at the Palisades Elementary School. Neighborhood residents were presented with community photographs and given examples of traffic calming possibilities. Then the residents created a prioritized list of the traffic issues to be addressed. Finally, the neighbors worked in groups and marked suggested solutions on neighborhood maps.

Step 5

The engineering and traffic calming development team worked out a system solution to traffic speeding and volume, prepared conceptual engineering drawings of specific locations, and then selected tools for illustrated drawings. The concepts were reviewed with Department of Transportation Services staff, and put into a form for public presentation.

Step 6

The Pacific Palisades neighborhood hosted a final workshop on June 8, 2000. Residents were shown conceptual drawings for the recommended traffic calming tools. Comments were received and incorporated into this report, which provides the final conceptual system map, and makes recommendations for implementation